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OR  
QUARTER-BOTTLES  
**TANSAN**  
Per Case of 100 Bottles ...\$7.50  
**H. PRICE & CO.**  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857.

**VERY CHOICE OLD**  
**MADEIRA**  
Per Doz. ....\$24.00  
INVALUABLE DURING CHANGE  
OF SEASONS.  
**H. PRICE & CO.**  
12, QUEEN'S ROAD.

No. 13,616 號陸十壹百陸千叁萬第 日式十式月戌年柒十二緒光 HONGKONG, SATURDAY, NOVEMBER 2ND, 1901. 陸拜禮 號式月壹十年壹零百九千壹英港香 PRICE, \$24 PER MONTH

## CHAMPAGNE

**JULES MUMM**

PER CASE: PINTS, \$50; QUARTS, \$48.

**A. S. WATSON & CO.**

LIMITED,

THE HONGKONG DISPENSARY.

**CUTLER PALMER AND CO.**

WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

**JOHN WALKER & SONS'**

FAMOUS

**KILMARNOCK WHISKY.**

This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
**SIEMSEN & CO.**  
Hongkong, 1st January, 1901.

**CUTLER, PALMER & CO.'S**

Price \$10.75 PER DOZEN

Net

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

**SIEMSEN & CO. Hongkong.**

**HONGKONG HIGH-LEVEL TEAM-**

**WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

7.50 a.m. to 8.00 a.m. ...Every 10 minutes.

8.00 a.m. to 8.30 a.m. ...Every 15 minutes.

8.30 a.m. to 9.00 a.m. ...Every 15 minutes.

9.00 a.m. to 9.30 a.m. ...Every 15 minutes.

9.30 a.m. to 10.00 a.m. ...Every 15 minutes.

10.00 a.m. to 10.30 a.m. ...Every 15 minutes.

10.30 a.m. to 11.00 a.m. ...Every 15 minutes.

11.00 a.m. to 11.30 a.m. ...Every 15 minutes.

11.30 a.m. to 12.00 p.m. ...Every 15 minutes.

12.00 p.m. to 1.00 p.m. ...Every 15 minutes.

1.00 p.m. to 2.00 p.m. ...Every 15 minutes.

2.00 p.m. to 3.00 p.m. ...Every 15 minutes.

3.00 p.m. to 4.00 p.m. ...Every 15 minutes.

4.00 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 6.00 p.m. ...Every 15 minutes.

6.00 p.m. to 7.00 p.m. ...Every 15 minutes.

7.00 p.m. to 8.00 p.m. ...Every 15 minutes.

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8.00 p.m. to 9.00 p.m. ...Every 15 minutes.

9.00 p.m. to 10.00 p.m. ...Every 15 minutes.

10.00 p.m. to 11.00 p.m. ...Every 15 minutes.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

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The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY.—**

**THE "PALL MALL,"**

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$10.75 PER DOZ.

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EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.**

[a47]

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**SPARKLING MINERAL TABLE WATER.**

MANUFACTURED ENTIRELY FROM PURE TREBLE-DISTILLED WATER.

MIXES FREELY WITH WINES AND SPIRITS, WITHOUT IN ANY WAY DESTROYING THE FLAVOUR.

Per 1 dozen Quarts ... \$2.50

Pints ... \$1.75

Empties allowed for at the rate of 85 Cents per dozen Quarts, and 60 Cents per dozen Pints.

**SOLE AGENTS—**

**CALDBECK, MACGREGOR & CO.**

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Hongkong, 25th October, 1901. [a40]

**JOHNSON'S DIGESTIVE TABLETS**

**THE GREAT REMEDY FOR**

**INDIGESTION, DYSPEPSIA, FLATULENCY**

**AND ACIDITY OF THE STOMACH.**

**VICTORIA DISPENSARY.**

[a39]

**PHOTOGRAPHIC PLATES, PAPERS**

**AND CHEMICALS.**

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

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**FLANNEL LOUNGE SUITS - - - \$20.00**

**TWEED AND CASHMERE SUITS - - - \$29.00**

**BLUE SERGE SAC SUITS - - - \$30.00**

**WORSTED AND ANGOLA SUITS - - - \$33.00**

**BLACK TWILL DRESS SUITS - - - \$45.00**

**LANE, CRAWFORD & CO.**

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**CHOICE SELECTION OF SWEETS.**

"Reviving sweets repair the mind's decay."—POPE.

**A PRESENT**

ACCEPTABLE TO ALL

**BOX OF CADBURY'S**

**CHOCOLATE CREAMS.**

A LARGE VARIETY IN FANCY BOXES AT POPULAR PRICES.

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**CHEMISTS AND AERATED WATER MANUFACTURERS,**

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J. HENNESSY XXX.

EXSHAW'S No. 1.

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EDMOND MARTELL & SANGE

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Apply to—

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BRASS AND IRON FOUNDRIES.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,

TUGS AND FAST STEAM-LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF

EVERY DESCRIPTION.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS,

60 & 62, DES VUEX ROAD CENTRAL, KWOLOON BAY.

**W. S. BAILEY, M.L.M.E. E. O. MURPHY, WH. SC., A.I.M.E.**

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

[a2386]

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HAVE RECEIVED A NEW STOCK of SOFT FELT HATS in ALL SIZES

and the LATEST SHAPES in "DOUBLE" COLLARS.

**LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.,**

Are now being Shown.

[a41]

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**PUBLIC AUCTION.**

THE Undersigned has received instructions

to Sell by Public Auction,

**TO-DAY (SATURDAY),**

the 2nd NOVEMBER, 1901, at 2.30 P.M.,

at his SALES ROOMS, Duddell Street,

A QUANTITY OF

**HOUSEHOLD FURNITURE**

(Full Particulars from Catalogues)

On View from Friday, the 1st November.

Terms—Cash on delivery.

**GEO. E. LAMBERT,**

Auctioneer.

Hongkong, 30th October, 1901. [a2760]

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**PRIME ROAST BEEF, GAME,**

**BRAWNS, PORK AND GAME PIES,**

&c., can be obtained from the undersigned

OTARD DUPUY XXX.

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FAVORI GREDDY & CO.

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COOKING BRANDY.

Apply to—

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WITH ALL REQUISITES.

**SIEMSEN & CO.**

SOLE AGENTS.

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## INTIMATION.

A. S. WATSON & CO.  
LIMITED.

ESTABLISHED A.D. 1841.

WE DEED TO NOTIFY THE ARRIVAL  
OF OUR NEW SEASON'S

## CONFECTIONERY

COMPRISING SELECTIONS OF THE  
PUREST AND BEST DESCRIPTION.FROM THE SIMPLEST QUALITY TO  
THAT OF THE FINEST AND MOSTRECHERCHE CHARACTER. IM-  
PORTED FROM THE LEADINGLONDON AND PARISIAN  
MANUFACTURERS.A. S. WATSON & CO.  
LIMITED,THE HONGKONG DISPENSARY,  
QUEEN'S ROAD CENTRAL.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 2nd November, 1901.

From the Japanese *Revue Statistique*, of which we have already spoken, we glean some extremely interesting statistics of the cost and working of the railway system of the islands, which has already assumed a remarkable development. Roughly, the area of the mainland of Japan is 31,000 square miles, and the length of railways open to the end of 1900 was 3,700 miles, or one mile of railway to each 8½ square mile of area, a very fair showing considering the mountainous character and high elevation of the interior. The result of this was that up to that period only one line had been opened across the Island of Nippon, which has to cross the Utsi Pass at an elevation of some 3,200 feet, to attain which a rack rail has been found necessary. Owing also to the very indented character of the coast, only one large town in Japan, Maebashi, exceeds a distance of 60 miles from the coast, the majority being within less than half that distance, so that the railways have to a very considerable extent to compete with coasting steamers. The result of experience up to date has, however, been so favourable that no less than 1,000 miles of additional line were at the date mentioned either in progress or had been surveyed. This length of railway had been constructed at a total cost of 266½ million yen, or practically £7,200 per mile, which, considering all things, must be looked upon as reasonable. The receipts from these lines in 1900 amounted in gross to 39½ million yen, or practically £1,000 per mile per annum—close on £20 per week. This may seem insignificant, but at the beginning there were many lines, in Ireland especially, that succeeded in paying dividends on equally small receipts. About 66 per cent. of the receipts were derived from passenger traffic, probably owing to the fact that easy access to the sea favoured the transport of goods by steamer rather than by rail. Of the receipts, less than half were expended in working expenses, so there was actually 19½ million yen left for return on capital, say ½ per cent., a result testifying to the care with which the lines are administered.

Coming to speak of the lines from personal experience, it may be said that the latter conclusion is borne out by the facts of the case. The lines in the beginning were

introduced under the control of English engineers, and we see everywhere indications of the fact. They remind one, not of English working of the day, but of English working of 30 years ago, and the contrast is curious to any one acquainted with modern work in England or the United States. This old English system is very apparent, not only in the rolling stock, but in the signalling, the arrangements of the stations, and even in such minor details as uniform and what may be called the etiquette of the lines. Fares are low, from 1 to 3 English fares, and there are with a few exceptions three classes of carriages. On most of the lines the short English carriages with four wheels of forty years ago still survive, though on some of the more modern and better worked lines long carriages, running on four-wheeled bogies, are being introduced. From the nature of the country gradients are apt to be steep and irregular, and this tendency has been increased by the necessity of keeping down initial expenditure. For the same reason a gauge of 3ft. 6in. was adopted, but unfortunately the distance between the up and down tracks was likewise reduced, with the result that the side overhang of the carriages has been reduced to an extreme, and without great expense it will not be possible now to increase the width of the rolling stock, which at present is too narrow for really profitable working; a defect which as traffic increases will grow continually worse. The greater portion of the lines are laid with only a single track, only one or two of the main lines possessing a thorough double line, and the defects of this early parsimony are beginning to make themselves felt. Rails, too, are light when compared with modern practice elsewhere, so that the railway system generally is worked under many disadvantages.

At the beginning English locomotives were universally adopted. They were well made and good specimens of the ordinary English type of the period, and were well adapted for the light traffic then passing over the lines. Now all these conditions have materially changed, and on the main lines trains of twelve and fifteen or more coaches are ordinarily employed. The early engines have been found unserviceable for the growing traffic, and a large number of new engines have of recent years been ordered. Unfortunately, here economy of first cost has been too much the custom, while the comparative nearness of America and the greater facility for obtaining new locomotives there has led to orders having been recently placed in the States, to the almost entire exclusion of modern English engines. It cannot be said that the result is very satisfactory. Many of the American engines are, it is true, good specimens of workmanship, and do their work perfectly satisfactorily, but unfortunately the same cannot be said of the majority. While, however, an engine of a standard pattern can be laid down from America in some three or four months after the despatch of the order, some seven or eight will be required for the arrival of one from England, and as engines are never ordered till the last moment, the result has not been satisfactory to any parties concerned, except the engine-builder. In its essentials the conditions of the lines more nearly approach the English than the American system, and English locomotives would certainly be longer-lived under the circumstances, besides as a rule being more economical in the way of repairs, as well as in consumption of fuel for an equal development of power.

With regard to the working of the lines, there are many defects almost inseparable from the conditions under which the lines have been made. As yet there is little tendency to the amalgamation of the lines, and most of the short lines are worked independently. Besides the Government lines, totalling a little over 800 miles, the statistics give no less than forty-four separate organisations for the remaining 2,900 miles, or less than an average of 64 miles, and of these the longest, though by no means the chief, line has only 330 miles under one administration, namely, the Kishu line. The consequence is that through trains are rarely to be found running even between important centres. To give an instance: Maebashi is one of the chief centres of the silk industry, and Yokohama is the chief shipping port. A loop line has been made round Tokyo to connect the Yokohama-Tokyo and the Maebashi line and to avoid the break which occurs between the two termini in the Capital. Even so the passenger has to change trains and carriages twice on the journey—at Shinbashi and Akabane; the whole distance is under 100 miles, yet the time occupied is over five-and-a-half hours. If the passenger desire to cross the island to Nangano or Niigata, another change of carriage at Takasaki is necessary, yet all these lines actually connect, and only a little change of system is needed. Again, as stated above, there are three classes on all these railways; the second is certainly no more needed than it has been found to be in England, and a change such as the Midland Railway introduced there would on all but a few suburban

lines be found profitable to the companies. With regard to the actual working, the rolling stock in essentials is kept in good order, and carefully examined; true, the interiors are not much attended to and comfort is rarely studied. Naturally the Japanese are clean in their persons, and are very well disposed to make themselves agreeable, and a little teaching is all that is required in the little amenities of travelling life. Again, the locomotive stock is really very fairly treated; engines are kept in good and substantial order, and the service suffers little from that gross carelessness that is the distinguishing feature of the Chinese. The conditions already spoken of—narrow gauge, light rails, single lines—render rapid travelling difficult. Still, the trains, to the credit of the management be it said, are more than fairly punctual, and the train as a rule keeps time at the intermediate stations to the minute. There appears to be a regulation against making up for lost time, and this perhaps is carried rather to an excess; as a factor of safety this is an error on the right side. The Japanese stationmasters and guards, it is pleasant to notice, are at all times polite, and the traveller will generally find little things done willingly to ease any discomfort. Altogether, considering all the circumstances of the case, the Japanese can afford to be a little proud of his management of his railways; they are not perfect by a long way, but they by no means bear out the remarks we heard as to their mismanagement from a recently arrived American tourist at Akabane station. In many respects indeed, in the words of the person to whom the remark was addressed, the Japanese could teach their would-be critics a lesson.

The Hongkong Rifle Association notify that there will be no competition to-day, but the range will be open for practice at 2.45 p.m.

The new temporary stand on the edge of the Cricket Ground nearest the Hongkong Club was rapidly approaching completion yesterday.

H.M.S. *Albion* arrived yesterday from Amoy, and the Italian transport *Marco Minghetti* from Genoa. The British transport *Sumatra* left for Calcutta.

Inspector Ford yesterday issued licenses for fifty more new Japanese rickshaws owned by Ngan Wing Chi. To-day an additional fifty will be put on the streets.

To-night in the City Hall, Sam Bontley and Thomas Phillips will contest the middle-weight championship of the Far East. The grand "mill" will be preceded by heavy-weight and light-weight contests between Private Doegan, R.V.F., and Gunner Leonard, R.N.; A. Monk, R.V.F., and A. Sanford, R.V.F., respectively.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:—  
Lancers "Jolly Boys".....Williams  
Selection "Reminiscences of Scotland" Godfrey  
Valse "Happy Thoughts".....Proust  
Intermezzo "On the Road to Moscow".....Lootz  
Song "Sunshine and Rain".....Blumenthal  
Selection "Patience".....Sullivan  
"God Save the King."

The *Manila Times* of the 25th ult. says:—Sixto Lopez, the much-advertised Filipino agitator, started on his journey from Hongkong to Manila last week intending to come on the *Loongyang*. His journey was of short duration, though. While being accorded a farewell ovation by the members of the Hongkong Junta aboard the *Loongyang*, prior to her sailing, Sen. Lopez decided to defer his trip to some other date. Just why this hasty decision was determined upon is not yet known, but eye-witnesses state that the agitator was handed a message, and it is inferred that this was a cablegram advising him that conditions were not favourable to himself in Manila.

Mr. J. Galloway Weir, M.P., who is on tour round the world during the Parliamentary vacation, has not been idle during his stay in Hongkong. Yesterday in company with Major-General Sir William Gascoigne, he visited the barracks and military hospitals to see how the private soldier is housed and looked after. He found the barracks scrupulously clean, and was satisfied with his visit. This morning, through the courtesy of the General, he will visit Mount Austin. Yesterday afternoon Mr. Weir, accompanied by Dr. Macdonald (who is also a doctor of medicine) and Mrs. Macdonald, visited some of the Chinese dwellings in the Colony; and Dr. Macdonald's opinion is that the English language fails to express adequately the abominable insanitary condition of the slums they inspected. He is not surprised at bubonic plague being with us, but is astonished we do not have "all the plagues of Egypt" annually. Dr. Macdonald, who is a Scottish medical officer of health, thinks the successful future of Hongkong depends upon the abolition of all insanitary buildings and surroundings in the Colony, and asks the pertinent question whether the skyscrapers on the new Praya are in fulfillment of the Ordinance dealing with the restricted height of buildings. He also suggested—as we did recently—that the Sanitary Ordinances of this Colony might be redrafted on the lines of the Glasgow Sanitary Regulations. It is to be hoped that when the question of the sanitary condition of Hongkong comes before the House of Commons, Mr. Weir may be able to give a few facts gleaned from personal observation. Mr. Weir and his party will visit Macao to-day and thence go to Canton, returning here on Wednesday next.

The *Gazette of India* notifies that the appointment of Mr. C. B. Lacey as Acting Siamese Consul at Rangoon, vice Mr. Andrews, is reconsidered.

Governor Taft is seriously ill in Manila, as a result of overwork and sedentary habits. The advisability of sending for Mrs. Taft, who is on a holiday in Japan, has been considered.

The Filipino paper *Renacimiento* states that the native press is generally very much dissatisfied with the new law introduced in the Philippines as regards libel. But it stoically declares: "What are we going to do? *Dura lex, sed lex.*"

The resignation of Judge Kincaid of the Court of First Instance in the Philippines, which has been pending before the Civil Commission for several weeks, has been officially accepted by the Governor of the Philippines. The resignation took effect on the 26th ult.

The race for the Club Cup at Singapore on the 24th ult. ended as follows:—  
Jules Martin's *Boob* (Sat 12lb) ... 1  
Mr. Howden's *Gayluss* (10st) ... 2  
Tambourney Pillay's *Battlefield* (Sat 11lb) 3  
*Orpheus*, *Contadina*, *Vanitas*, *Sir Lancelot*, and *Redcliffe* also ran.

The body of Don Carlos Palanca will be sent from Manila to China on the fifteenth day of this month, where it will be entombed. A Manila paper says:—Palanca must have been a man of many virtues, for already over three hundred *Tiks* have been received and more are arriving every day. These *Tiks* are silk and panels with embroidered Chinese characters, sent in honour and praise of the dead.

Although, as we have stated, the Singapore ricksha strike collapsed on the 23rd ult., all the trouble did not cease at once. In the *Straits Times* of the 25th ult. we read:—At noon yesterday, a mob of Chinese ricksha-coolies in Orchard Road attempted to intimidate a gharry-driver. They assembled in large numbers and shouted "Fah." The syce shouted for the police, and an armed police patrol which happened to be close at hand went to his assistance. Seven of the coolies were arrested and taken to the lock-up. They were to be brought before a Court of Two Magistrates this afternoon. No other disturbance has been reported, and the town is all quiet to-day. The rickshas are all out again.

An innovation has just been introduced which has for its object the distinguishing of the set of the Indian members of the Police Force here. The Sikh now shows a small patch of bright yellow ribbon where the folds of the turban cross above his forehead, and a little peak on the top of the turban indicates that the wearer is a Mahomedan. Lieutenant Cowie, an officer in an Indian regiment at present stationed here, is responsible for the change. But could not the police authorities go farther and make the new order of things affect the European members of the Force? An Irishman, for instance, might wear a shamrock in his helmet, and a Scotchman would be at once recognised by having a piece of tartan in the same place, or, better still, by wearing kilts.

The *Saigon Opinion* draws attention to the terrible and prolonged sufferings endured in the port of Saigon by more than seven hundred convict prisoners on board the Russian steamer *Yaroslavl*. This vessel on her way from Odessa to Vladivostok broke down, and stopped at Saigon for repairs. On the 14th October, the vessel had already been over a month at Saigon, and apparently was likely to be detained some indefinite time further. On account of the rigid discipline to which prisoners are subjected, they have to remain confined in the 'tween decks, in iron-barred compartments or cages. In the morning they are sent up for a short time to the forward part of the deck, they get a douche, and are anew locked up down below. To keep seven hundred human beings shut up in the lower decks of a ship for a whole month in the great heat of Saigon is, the *Opinion* properly argues, a pure cruelty. The article, which is headed "On Peu d'Humanité, S.V.P." continues:—"On fait des soirées pour les Boers de Colombo qui eut du moins son air libre, et l'on jette 'Vive la Russie' quand des malheureux agonisent à l'écoulement patriotiquement dans nos cafés et nos lupanars." The French writer deserves all honour for his honourable outspokenness.

The police are investigating what at present appears to be a wholesale attempt to poison an entire family at Tai Shan village, in the New Territory. The occurrence took place on the 27th ult., and the family concerned is that of Tan Him, a farmer, who, with his wife and two children, the latter aged respectively four and eleven years, became violently sick after their evening meal—which consisted principally of fish—and showed symptoms of poisoning. On the following morning the father and uncle of Tan Him partook of some of the fish that had been left unconsumed from the night before, and they, too, soon afterwards fell sick and developed the same symptoms. Dr. Ho Ngai Hok attended the six people and had them removed to the Government Civil Hospital, where Tan Him died on Thursday. It is not yet definitely known, however, whether he died from poisoning, as he was suffering at the time of his death from pleurisy. The police took charge of the food and arrested one of the inmates of the house, a widowed daughter-in-law of the deceased Tan Him, who performed the duties of cook for the family. Traces of arsenic have been discovered in the fish, but pending its complete analysis the accused woman, who was formally charged at the Police Court on Thursday, has been remanded until Tuesday next, at 2.15 p.m.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 1st November, 8 p.m.

## DOWAGER DENOUNCES MANCHURIAN CONVENTION.

Consequent upon the Yangtze Viceroy's violent opposition, the Empress Dowager has decided to denounce the Manchurian Convention. On receipt of this news Li Hung-chang developed a serious illness.

## THE RUSSIAN LEGATION.

Lord Li, son of Li Hung-chang, refuses the ambassadorship to St. Petersburg, as he declines to conclude the Russo-Chinese agreement.

## RE-ARMING IMPERIAL GUARDS.

The Empress Dowager has ordered the arming of the rifle brigade of the Imperial Guards at Peking with ten Maxim guns and 5,000 magazine Mausers.

LONDON, 31st October, 3.30 p.m.

## NATIVE CUSTOMS NOT TO GO YET.

Sir Robert Hart has instructed the Imperial Board that there will be no change at present in the native Customs. There will be an investigation and later a gradual reform. Sir Robert hopes to quadruple the receipts.

## GENERAL NEWS.

SHANGHAI, 1st November, 8 p.m.

## CHINA AT KING EDWARD'S CORONATION.

Prince Sh will represent China at King Edward's Coronation next year.

LONDON, 31st October, 3.30 p.m.

## ROYAL TOUR ENDED.

The *Ophir*, with the Duke and Duchess of Cornwall and York on board, has arrived off Portland.

## MONEY MARKET.

Consols stand at 92½. On the loan market weekly advances range from 2½ to 27½ per cent. Japanese New Loans are at 27½. Bank rate is now 4 per cent.

LONDON, 1st November, 1.30 a.m.

## FRANCE AND TURKEY.

The French squadron at Toulon has left under sealed orders. Gun-practice is the alleged reason. A demonstration against Turkey is likely.

## THE DUKE OF CORNWALL'S RECEPTION.

Great preparations are being made for the reception of the Duke and Duchess of Cornwall and York in London to-day.

## THE ADMINISTRATION OF WEIHAIWEI.

Sir Ernest Satow has arrived at Weihaiwei, his visit being in connection with the administration of the city.

## REUTER'S SERVICE.

LONDON, 30th October.

## THE NICARAGUAN CANAL TREATY.

The Washington correspondent of the *Daily Chronicle* states that His Excellency Lord Pauncefote, British Ambassador to America, has received authority to negotiate and sign the new Nicaraguan Canal Treaty.

## BOTH A AGAIN ESCAPES CAPTURE.

Colonel Rimington, by a long night march, nearly captured Louis Botha, who bolted hastily leaving papers behind.

LONDON, 30th October.

## SOUTH AFRICA—MORE CAPTURES.

Colonel Byng's column has captured 22 Boers, including two Field Cornets.

Colonel Fortescue's column, after a running fight all day, killed four of the enemy and captured fifty-four, also 36 waggons and much stock.

## LATEST STEAMER MOVEMENTS.

The N.Y.K. steamer *Wakasa Maru* (European Line) left Singapore for this port on the 31st ult., and is expected to arrive here on the 6th inst.

The N.Y.K. steamer *Hirashima Maru* (Bongay Line) left Kobe via Moji for this port on the 31st ult., a.v., and is expected to arrive here on the 6th inst.

## LAUNCH SEIZED BY PIRATES.

Particulars have now come to hand of the seizure by pirates of the launch *Ut Fut* which, as already reported in the *Daily Press*, went astray from Macao on Tuesday night. The *Ut Fut* is owned by Cheung Po, 36, Wing Kat Street, and has been running regularly for some time past between Hongkong and Fung Chung and Tai O, carrying goods for the shop-keepers there and bringing back fish to this Colony. On Tuesday night on her arrival at Tai O, and after passengers and cargo had been discharged, the captain and two members of the crew went on shore, leaving nine men on board. Shortly afterwards a party of Chinese, variously described as consisting of from twenty to thirty persons, came off in boats, boarded the launch and overpowered the crew—at least such is the story told by the latter. At any rate the crew were battened down with the exception of the engineer and two stokers, whose services the pirates took advantage of for the running of the launch, enforcing their commands by means of loaded revolvers.

When the pirates had secured the crew they ordered the engineer to steam up the river. That order he had to obey. A circumstance which goes to show that the whole affair was preconcerted was that on her way to the river the launch was met by a coal-barge which transferred to her a fresh stock of fuel. Doubt prevails, in fact, as to whether the pirates and the crew were not in league. But be that as it may, the crew, with the exception of the engineer and the stokers were kept under hatch by the pirates until they were nearly at Taiping, when by some chance the launch ran aground. Fearing the danger of capture, the pirates speedily scurried off, and the imprisoned crew were released by the engineer and the stokers. The pirates in their hurried flight took time to sack the craft. Except for some trifling articles it seems that all the fittings, &c., are intact.

When the tide rose the launch was floated off the shore, was navigated up the river towards Taiping, and was picked up later by a Chinese Customs cruiser. The Chinese authorities made inquiries respecting the ownership of the boat, and as a result she was escorted to the Water Police Station and with her crew was given into the custody of Inspector Riley, who yesterday brought her to Hongkong, where she now lies at the wharf. The nine men found on board were taken before Mr. F. J. Budgeley, Acting Captain Superintendent of Police, and formally examined. Further enquiry into the case is being made by the police.

## SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 29th October.

## THE HOUSE-TAX.

What seemed before merely a rumour is now a real fact, and before long funds raised by means of the house-tax will be flowing, as a contribution to the defrayment of the large indemnity to the foreign Powers, into the coffers of the Chinese Government. With a view of ascertaining particulars concerning the rent of every house, two *weiyuan*, sent by the Cheng Hai Shien, have been busy here of late gathering all necessary information, on obtaining which they affix a Chinese document, containing the details of each house, on its front and also enter everything in *actes* in books kept for the special purpose. The Cheng Hai Shien called on the foreign Consuls to sound them with regard to a tax on foreign houses, i.e., houses owned by non-Chinese. The Consuls told the Cheng Hai Shien that without instructions from their Minister at Peking they could not consent to their nationals paying any house-tax.

## THE TAO-TAI.

has again applied to the Viceroy of this province to be allowed to resign his post. Though he has received no reply yet, persistent rumours are circulated to the effect that Tao-tai Yang is to be his successor.

## CLAN-FIGHTS.

At Fungshing, a Hakka district no great distance from Kiatingchow, several serious clan-fights have taken place, which have induced the Shien of the place to apply to the Tao-tai for soldiers. The request has not been complied with. "It is a noteworthy fact that whenever trouble breaks out in this district, no matter of what nature and to what extent, the official of the place concerned usually appeals to the Tao-tai for assistance, but it appears probable how the latter is to satisfy constant and repeated demands for succour when he has under his command at Chowchow only about 2,000 soldiers."

TWO INFANTIL AND WEALTHY CHINESE have petitioned the Viceroy of this province to allow them to impose a tax of five cents on every case of kerosene oil that is imported, for which privilege they are prepared to contribute to the Government (i.e., to the Viceroy) \$4,000 per annum, and after a lapse of ten years to present the Government with a bonus of \$10,000. As was to be expected, the Viceroy readily agreed to their proposals. The Tao-tai, presumably under instruction from his chief at Canton, deputed a *weiyuan* to call upon the Consuls here and enquire whether they have any objections to a tax on kerosene being levied. The Consuls informed the *weiyuan* that they could not give their permission to such a new departure, as it would entirely nullify the foreign merchants interested in the oil trade. The promoters of this scheme have approached the compradors of the foreign Hong with a view to coming to some arrangement, and I learn from a very reliable source that the compradors would not lead their assistance to an undertaking which may injure the very flourishing kerosene oil trade of this port. It is trusted that the attention of the two Chinese to make a fortune out of the oil trade will be frustrated by the foreign merchants refusing their consent to this new scheme. I am informed that the United States Consul at Foochow strenuously opposed a similar plan which was mooted there some time ago.







## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for Account of the Estate of the late Mr. EDWARD ROBINSON, Barrister-at-Law, Hongkong, TO-DAY (SATURDAY), the 2nd NOVEMBER, at 11 A.M., at his Office, (above Messrs. ULLMANN & CO'S PREMISES), 72, Queen's Road Central.

## SUNDRIE OFFICE FURNITURE.

Comprising—  
TEAKWOOD OFFICE DESK and CHAIRS, BOOK SHELF, MOROCCO-COVERED ARM-CHAIRS, BOOK CASES, TABLES, 1 CANTON BLACKWOOD CHAIR, VIENNA CHAIRS, PICTURES, SCREENS, SIDEBOARD, &c., &c.  
Terms—As Usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 2nd November, 1901. [2793]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 2nd NOVEMBER, 1901, at 2.30 P.M., at No. 20, DES VEAUX ROAD, SUNDRIE HOUSEHOLD FURNITURE and CLOTHING;

Also  
A QUANTITY OF ASBESTOS PACKING, and  
One COTTAGE PIANO, by Witten and Witten, London; and 2 BICYCLES.

Terms—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 2nd November, 1901. [2794]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Acting CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, on

MONDAY  
the 4th NOVEMBER, at 2.30 P.M., at the  
General Police Station,  
523 CATTIES RAW MALWA OPIUM,  
373 CATTIES RAW PERSIAN OPIUM.

Terms—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 2nd November, 1901. [2792]

## HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-DAY (SATURDAY), the 2nd inst., but the Range will be open for Practice, commencing at 2.45 P.M.

ALEX. MACKENZIE,  
Hon. Secretary.

Hongkong, 2nd November, 1901. [191]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weirall, will be despatched as above on MONDAY, the 4th inst., at 4 P.M. This Steamship has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 1st November, 1901. [2786]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain Payne, will be despatched as above on SATURDAY, the 3rd inst., at Noon. For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 1st November, 1901. [2788]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

Having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M., the 5th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 1st November, 1901. [2787]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain—

Leading Articles—  
Prime Chan's Return.  
The Manchurian Question.  
The Development of Indo-China.  
Russia and Asia.  
H.E. Liu Kang-yi and the Missionaries.  
Japanese Railways.  
The Crisis. Telegrams.  
Hongkong Sanitary Board.  
Prime Chan in Hongkong.  
Hongkong General Chamber of Commerce.  
Funeral of the late Mr. J. J. Francis, K.C.  
Death of Mr. E. Robinson.  
The Volunteer Camp at Stonecutters' Island.  
The Paramatta in a Storm.  
Canton.  
Swatow.  
Vladivostok Notes.  
Peking.  
Pechow.  
Northern Notes.  
Another Desperate Fight in Samar.  
Typhoon in the Philippines.  
Railways in Yunnan.  
Supreme Court.  
Correspondence.  
Sporting and Other Notes.  
Cricket.  
Football.  
Billiards at the Soldiers' Club.  
Hongkong and Fort News.  
Subscription, \$12 per Annum, payable in advance; postage, \$2.  
Extra copies 30 cents each (cash).  
Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).  
Hongkong, 2nd November, 1901.

## NEW ADVERTISEMENTS

## FOR NAGASAKI (DIRECT).

THE Steamship

"OBI,"

Captain Pinkham, will be despatched as above on TUESDAY, the 5th inst., at DAYLIGHT.

For Freight or Passage, apply to  
DODWELL & CO., LTD.,  
Agents.

Hongkong, 2nd November, 1901. [2789]

## FOR YOKOHAMA AND KOBE.

THE Steamship

"LENNOX,"

Captain Williamson, R.N.R., will be despatched as above on or about THURSDAY, the 7th instant.

For Freight or Passage, apply to  
DODWELL & CO., LTD.,  
Agents.

Hongkong, 2nd November, 1901. [2790]

## "BEN" LINE OF STEAMERS.

FOR SINGAPORE AND PENANG.

THE Steamship

"BENLARI,"

Captain Korobill, will be despatched as above on THURSDAY, the 7th instant.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 1st November, 1901. [2785]

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"PERLA,"

Captain J. E. McArthur, will be despatched as above on THURSDAY, the 7th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 2nd November, 1901. [2791]

## PUBLIC COMPANIES

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$23 per Share for the year 1900, equivalent to 46% on the Paid-up Capital of \$50 per Share, has been declared.

Warrants will be issued on the 11th October.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 10th October, 1901. [2590]

## CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 12th proximo, at TWELVE O'CLOCK NOON, for the purpose of Presenting the Report of the Directors and Statements of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 12th proximo, both days inclusive.

By Order of the Board of Directors,  
W. H. RAY,  
Secretary.

Hongkong, 21st October, 1901. [2681]

## THE PUNJON MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks and Accessories in the immediate future, the Directors have resolved to make the final Call of One Dollar per share; and accordingly—

NOTICE IS HEREBY GIVEN that a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 14th OCTOBER, 1901, the following Resolution was passed:—

That the final CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of November, 1901.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of November, 1901, at the rate of 8 1/2 per centum per annum, upon all Calls remaining unpaid after the said 15th day of November, 1901, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors,  
W. H. GASKELL,  
Secretary.

Hongkong, 15th October, 1901. [2623]

## THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWN DEPOT, 2, ALBERT ROAD, HONGKONG, on SATURDAY, the 16th day of NOVEMBER, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1901.

THE TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th NOVEMBER, both days inclusive.

R. P. MOFFITT,  
Secretary.

Hongkong, 1st November, 1901. [2782]

## ENTERTAINMENTS

## CITY HALL! CITY HALL!

TO-DAY (SATURDAY) NOVEMBER 2ND.

## GRAND PUGILISTIC CONTEST

FOR THE MIDDLE-WEIGHT CHAMPIONSHIP OF THE FAR EAST.

BETWEEN  
SAM BENTLEY & THOMAS PHILLIPS.

To be preceded by a  
SIX ROUND HEAVY-WEIGHT CONTEST.

BETWEEN  
Private DEEGAN, R.W.F., and  
Gunner LENNARD, R.N.

Followed by the  
TWO LIGHT-WEIGHTS:  
A. MONK, R.W.F. and  
A. SANFORD, R.W.F.

CITY HALL, NOVEMBER 2ND.

Prices ... \$3, \$2 & \$1.

Commencing punctually at 9 P.M.

Hongkong, 26th October, 1901. [2728]

## ALFRESCO FETE

in aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL, to be held on the Grounds of the ROMAN CATHOLIC CATHEDRAL, TO-MORROW (SUNDAY) EVENING, the 3rd day of November, 1901, from 9 to 11 O'CLOCK.

Admission Ticket ... \$1.

The Ticket, on being presented at the "SOUVENIR PAVILION," will be exchanged for a Souvenir (On the Evening of the Fete only).

Tickets can be obtained at Messrs. Kruse & Co. till Saturday, 2nd November, and at the Gate on the Night of the Fete.

Hongkong, 31st October, 1901. [2776]

## INSURANCES

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1881.

CAPITAL ... \$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,  
Agents.

Hongkong, 18th May, 1900. [1185]

## SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO.,  
Agents.

Hongkong, 2nd April, 1900. [33]

## NORTH-BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, \$14,732,681.

I. AUTHORIZED CAPITAL ... \$23,000,000 0 0

SUBSCRIBED CAPITAL ... 2,750,000 0 0

PAID-UP CAPITAL ... 687,500 0 0

II. FIRE FUNDS ... 2,935,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 3rd July, 1901. [1641]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1897. [184]

## PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,  
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

## "L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,  
Agents.

Hongkong, 7th February, 1901. [439]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,  
Agents.

Hongkong, 29th May, 1895. [31]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.

Hongkong, 16th May, 1892. [30]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,  
Agents.

Hongkong, 16th November, 1872. [29]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHIE, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

## TO LET

## TO LET.

A HOUSE in RIFON TERRACE.

"THE RETREAT," MOUNT KELLET.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 18th July, 1901. [66]

## TO LET.

12 EUROPEAN HOUSES, Nos. 14, 18, 22, 26, 30, 34, 36, 38, 42, 44, and 46, LESLINGTON HILL ROAD.

Apply to—  
THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD.

No. 8, Queen's Road West.

Hongkong, 5th October, 1901. [2548]

## TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 5th July, 1901. [1692]

## TO LET.

3 ORMSBY VILLAS, KOWLOON. FIVE ROOMS, GARDEN and TENNIS COURT.

Apply to—  
A. S. WATSON & CO., LTD.

Hongkong, 3rd October, 1901. [2761]

## TO LET.

NO. 1, STEWART TERRACE, the PEAK.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 17th July, 1901. [1799]

## TO LET.

EUROPEAN HOUSES, Nos. 1, 2, 4, 5, 6, 7, and 8, WILD DELL, WANCHAI ROAD.

Apply to—  
SANG KEE,

298, Des Vaux Road Central.

Hongkong, 29th October, 1901. [2753]

## TO LET.

6 SEMI-EUROPEAN HOUSES, Nos. 20 to 25, Po Hing Fong.

Apply to—  
CHAU CHEUK FAN,

No. 8, Queen's Road West.

Hongkong, 16th October, 1901. [2642]

## TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.

Apply to—  
S. A. RAMJAHN,

Care of Thomas's Grill Room.

Hongkong, 1st August, 1901. [1937]

## TO LET.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD.

For particulars, apply to—  
LAUTS, WEGENER & CO.

Hongkong, 9th July, 1901. [1730]

## TO LET.

TWO LARGE ROOMS, fronting Queen's Road Central, in Marine House, suitable for Offices.

ROOMS in Second Floor, Beaconsfield Arcade.

Also FURNISHED HOUSE at the Peak; possession on 1st November.

For Particulars, apply to—  
TURNER & CO.

Hongkong, 26th October, 1901. [2581]

## TO RENT—ON THE PEAK.







## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *h*, nearest Hongkong *h*, midway between Hongkong and Kowloon *h*, and those vessels berthed at the Kowloon Wharf *h*, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CEYLON	Brit. str.	2 m.	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON &c, via Ports of Call	COROMANDEL	Brit. str.	2 m.	P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 9th inst., at Noon.
LONDON	NESBOR	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 12th inst.
LONDON VIA MARSHILLES	SCOTIA	Brit. str.	2 m.	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	MACHAOY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th inst.
LONDON	ACHILLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES &c, via Ports of Call	IXION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th December.
MARSEILLES & LONDON, &c, v. SINGAPORE, &c.	SALAZIE	Frean. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On 4th inst., at 1 p.m.
BREMEN, via Ports of Call	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
HAVRE & HAMBURG	KIAUTSCHOU	Ger. str.	2 m.	Lunessclous	MELOCHERS & CO.	On 13th inst., at Noon.
HAVRE, BREMEN & HAMBURG	BAMBERG	Ger. str.	2 m.	Zarboosen	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Zarboosen	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG	MAHNRIG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Mayor	HAMBURG-AMERIKA LINIE	On 6th January.
TRIESTE VIA SINGAPORE, &c.	MARQUIS BACQUEHEM	Aus. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
NEW YORK VIA PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.	Blaffer	SANDE, WIELER & CO.	On 19th inst., p.m.
NEW YORK	MANUEL LLAGUNA	Ame. ship.	1 m.		DODWELL & CO., LIMITED	On 15th inst.
NEW YORK	CLAYDALE	Ger. str.	2 m.		SHEWAN, TOMES & CO.	On or about 25th Oct.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str.	2 m.	E. D. Farnham, R.N.R.	DOUGALL & CO., LIMITED	On or about 5th inst.
VANCOUVER VIA SHANGHAI, &c.	TANTAR	Brit. str.	2 m.	G. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th inst., at Noon.
VANCOUVER VIA SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	J. Barber	DOUGALL & CO., LIMITED	On 14th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CHANGSHA	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOGA MARU	Brit. str.	2 m.	J. Barber	JARDINE, MATHESON & CO.	Quick despatch.
PORTLAND (OR.) & SEATTLE & TACOMA	OPACK	Brit. str.	2 m.		ALLAN CAMERON	On or about 14th inst.
SAN DIEGO, &c, via MOJI, &c.	KNIGHT COMPANION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st December.
AUSTRALIAN PORTS	KYARVEN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst., at Noon.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 22nd inst., at 4 p.m.
YOKOHAMA & KOBE	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On or about 7th inst.
YOKOHAMA VIA SHANGHAI & KOBE	LENNOX	Brit. str.	2 m.	Williamson, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
KOBE & YOKOHAMA	JAVA	Jap. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 8th inst., at Daylight.
KOBE	WAKASA MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 10th inst.
NAGASAKI DIRECT	KUJANO MARU	Jap. str.	2 m.	Pinkham	DODWELL & CO., LIMITED	On 5th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	OHI	Jap. str.	2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
MOJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 5th inst., at Noon.
TIENTSIN	KWEIYANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th inst.
SHANGHAI	SHANGHAI	Brit. str.	2 m.	Schmidt	BUTTERFIELD & SWIRE	On 4th inst., at 3 p.m.
SHANGHAI	LOONGMOON	Ger. str.	2 m.	Vaquier	MESSAGERIES MARITIMES	On or about 5th inst.
SHANGHAI	ERNEST SIMONS	Frean. str.	2 m.		P. & O. S. N. Co.	On or about 6th inst.
SHANGHAI	PEKIN	Brit. str.	2 m.	E. J. Fox	P. & O. S. N. Co.	On or about 9th inst.
POOCHOW VIA SWATOW & AMOY	BALLAARAT	Brit. str.	2 m.	R. A. Peters	MITSUI BUSSAN KAISHA	On 6th inst., at Daylight.
AMPOY VIA SWATOW & AMOY	ANGING MARU	Jap. str.	1 m.	S. Asumi	MITSUI BUSSAN KAISHA	On 13th inst.
TAMU VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	K. Suzuki	MITSUI BUSSAN KAISHA	To-morrow.
ILOILO & CEBU	KALPONG	Brit. str.	2 m.	K. Sobajima	BUTTERFIELD & SWIRE	On 8th inst.
MANILA	LOONGSANG	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	On 4th inst., at 4 p.m.
MANILA VIA AMOY	PERLA	Brit. str.	2 m.	J. E. McArthur	SHEWAN, TOMES & CO.	On 7th inst., at 5 p.m.
MANILA	SUNGKANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	ARABTON APCAR	Brit. str.	2 m.	E. Foy	GIBB, LIVINGSTON & CO.	On 7th inst.
SINGAPORE & PENANG	BENLARI	Brit. str.	2 m.	Korobke	JARDINE, MATHESON & CO.	On 9th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	2 m.	Payne	P. & O. S. N. Co.	On or about 13th inst.
SINGAPORE & BOMBAY	MAZAGON	Brit. str.	2 m.	G. W. Cockman, R.N.R.	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	2 m.	T. Mura	CARLOWITZ & CO.	On 13th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	HIROSHIMA	Jap. str.	2 m.	Bruscia		

## SHIPPING.

**ARRIVALS.**  
Oct. 31, PENTACORA, British transport, 2,209. H. L. Farsons, Taku 26th October and Whistler 27th.  
Nov. 1, ALBION, British battleship, 12,050. Wm. W. Howatt, Amoy 26th October.  
Nov. 1, CHARTERHOUSE, British str., 1,278. Fred. W. Joslin, Singapore 25th October, General—CHINESE.  
Nov. 1, CHUYEN, American str., 1,211. Sleeman, Canton 31st October, General—CHINESE.  
Nov. 1, KWEIYANG, British str., 1,062. Outer-bridge, Canton 31st October, General—BUTTERFIELD & SWIRE.  
Nov. 1, LAISANG, British str., 2,225. Payne, Calcutta via Singapore and Penang 17th October, General—JARDINE, MATHESON & CO.  
Nov. 1, LOONGSANG, British str., 1,092. G. S. Weigall, Manila 29th October, General—JARDINE, MATHESON & CO.  
Nov. 1, MARCO MINNETTI, Italian transport, 1,632. Giuseppe Sartono, Genoa 30th September.  
Nov. 1, NANYANG, German str., 1,016. Hess, Manila 29th Oct.—E. A. TRADING CO.  
Nov. 1, QUARTA, Ger. str., 1,140. H. Johannsen, Newchwang 25th October, General—SIEMSEN & CO.

## DEPARTURES.

31st October.  
Hus, French str., for Kwongchowwan.  
1st November.  
AWA MARU, Japanese str., for London.  
CHANGCHOW, British str., for Amoy.  
DIAMANTE, British str., for Manila.  
PAUSANG, British str., for Singapore.  
GLENGYLE, British str., for Tacoma.  
SUMATRA, British transport, for Calcutta.  
TAISHAN, British str., for Swatow.

## VESSELS IN DOCK.

1st November.  
KOWLOON DOCKS—Canton River, Eleano, H.M.S. Argonaut, H. J. Abrecht, Kwangtung, Tacoma, Hans Menckel, Kweiyang, Loosch, Hwangshan.  
COSMOPOLITAN DOCK—Piccola.

## SHIPPING REPORT.

The British steamer *Loongyung*, from Manila 29th ult., had strong N.E. monsoon and rough sea throughout the passage.

## VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND TACOMA.

THE Steamship

"OOPACK."  
3,863 Tons, Commander J. Barber, is due here on 4th November, and will have quick despatch. For Rates of Freight and Further Particulars, apply to  
JARDINE, MATHESON & CO., Agents.  
Hongkong, 23rd October, 1901. [2701]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ADANA."  
will be despatched for the above port on or about 5th November, 1901.  
To be followed by the Steamship  
"ASAMA"  
on or about 15th December, 1901.  
And by the Steamship  
"ACARA"  
on or about 31st December, 1901.  
For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 28th October, 1901. [2383]

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."  
Captain E. Foy, will be despatched for the above ports TO-DAY, the 2nd November, at 3 p.m.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO., Agents.  
Hongkong, 29th October, 1901. [2745]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."  
Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 3rd November.

For Freight or Passage, apply to  
THE MITSUI-BUSSAN KAISHA, Agents.  
Hongkong, 28th October, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901,  
at 1 p.m., the Company's Steamship  
"SALAZIE," Captain Aubert, with Mails,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with  
the S.S. *Armand Behic*, which vessel takes on  
her Passengers and Mails leaving that port on  
the 16th November direct to Suez, Port Said  
and Marseilles.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon,  
Cargo will be received on board until 4 p.m.  
Specie and Parcels until 3 p.m. on the 3rd  
November. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.)  
Contents and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.

P. DE CHAMPEMORIN,  
Acting Agent.  
Hongkong, 23rd October, 1901. [2]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

(Taking Cargo at through rates to TSINGTAU,  
CHINKIANG and HANKOW.)

THE Steamship

"LOONGMOON."  
Captain Schultdt, will be despatched for the  
above ports on MONDAY, the 4th November,  
at 3 p.m.

This Steamer has superior accommodation for  
First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO., Agents.  
Hongkong, 1st November, 1901. [2780]

FOR NEW YORK.

THE 3/5 A II American Ship

"MANUEL LLAGUNA"  
will load during October, sailing about 25th  
October.

For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 11th July, 1901. [1759]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)  
"TARTAR" 4,425 Tons, Comdr. E. B. Ham, R.N.R. WEDNESDAY, 6th Nov. 1901  
"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov. 1901  
"ATHEANIAN" 3,882 Tons, Capt. H. Mowatt, R.N.R. WEDNESDAY, 4th Dec. 1901  
"EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec. 1901  
"EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN  
COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey,  
and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the  
CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE  
PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,  
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great  
Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP-  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHEANIAN" have now been placed  
on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,  
taking Cargo and Passengers for all points in CANADA and the UNITED STATES.  
In addition to the excellent First Saloon Passenger accommodation, the "ATHEANIAN"  
takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.  
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually  
made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Paddar's Street.  
Hongkong, 1st October, 1901. [10]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS. DESTINATIONS. SAILING DATES

BAMBERG ..... HAYRE & HAMBURG ..... On 2nd Nov. Freight.  
(Calling at Singapore and Colombo)

SEGOVIA ..... HAYRE, BREMEN & HAMBURG ..... On 16th Nov. Freight.  
(Calling at Singapore and Penang)

MARLBURG ..... HAYRE & HAMBURG ..... On 30th Nov. Freight.  
(Calling at Singapore and Colombo)

SUEVIA ..... HAYRE & HAMBURG ..... On 14th Dec. Freight.  
(Calling at Singapore and Penang)

SERBIA ..... HAYRE & HAMBURG ..... On 28th Dec. Freight.  
(Calling at Singapore and Colombo)

NUERNBERG ..... HAYRE & HAMBURG ..... On 6th Jan. Freight.  
(Calling at Singapore and Penang)

STRASSBURG ..... HAYRE & HAMBURG ..... On 13th Jan. Freight.  
(Calling at Singapore and Colombo)

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.  
Hongkong, 26th October, 1901. [1051]

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,  
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
CLAVERING	3,328	J. Barker	November 14th
BAEAMAR	3,601	W. Watt	November 26th
WYFIELD	3,235	G. Cartner	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the  
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED  
STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental  
trains daily from Tacoma; Dining Car attached to trans-continental train; day and night  
TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 231.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA  
and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other Points on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED.  
General Agents.

Hongkong, 2nd October, 1901.

11

IMPERIAL GERMAN MAIL  
LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STREAMERS.	DESTINATIONS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	23rd November.
BAEYEN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"ACHILLES" .....	On 6th November.	
GLASGOW and LIVERPOOL...	"GLAUCUS" .....	On 15th November.	
GLASGOW and LIVERPOOL...	"IXION" .....	On 21st November.	

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"NESTOR" .....	On 12th November.
LONDON	"MACHAON" .....	On 26th November.
LONDON	"ACHILLES" .....	On 10th December.
LIVERPOOL DIRECT	"DARDANUS" .....	On 15th November.
LIVERPOOL DIRECT	"IXION" .....	On 15th December.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 29th October, 1901.

[15]

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHANSI"	On 2nd November.
TIENTSIN	"KWEIYANG"	On 5th November.
YOKOHAMA and CEBU	"KAIFONG"	On 8th November.
MANILA	"SUNGKIANG"	On 9th November.
MANILA	"CHANGSHA"	On 10th November.
PORT DARWIN, THURSDAY		
ISLAND, COCKATOWN, TOWNS		
VILLE, BRISBANE, SYDNEY		
and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th October, 1901.

[16]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "COROMANDEL," Captain F. W. Vibert, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 9th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 28th October, 1901.

[1]

NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BISAGNO," Captain Brunacci, will be despatched as above on WEDNESDAY, the 10th November, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 31st October, 1901.

[7]

REGULAR STEAMSHIP SERVICE TO  
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE," On 15th November.

"KURDISTAN," On 30th November.

"LENNOX," On 15th December.

"ORONSAY," On 31st December.

"HILLGLEN," On 15th January.

"LOWTHER CASTLE," On 31st January.

For Freight and further information, apply to

DODWELL & CO., LD.,  
Agents.

Hongkong, 26th October, 1901.

[1739]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "GUTHRIE," Captain McArthur, will be despatched for the above ports on THURSDAY, the 21st November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 28th October, 1901.

[2746]

## VESSELS ON THE BERTH

PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY. Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship "KNIGHT COMPANION" will be despatched for Portland (Or.) on or about 14th November, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON,  
General Agent.

Hongkong, 30th October, 1901. [2757]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and AEGEAN PORTS.)

THE Company's Steamship "MARQUIS BACQUEHEM," Captain Blaford, will be despatched as above on TUESDAY, the 19th of November, P.M.

The steamer has capital accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,  
Agents.

Hongkong, 28th October, 1901.

[6]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INTER-OCEANIC STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

## HONGKONG STEAMERS.

Arratoon Apoor, British str., 2,879, Foy, Oct. 27.

Bombay, German str., 4,180, Zurbonsen, Oct. 30.

Hamburg-America Line, Benlarig, British str., 1,443, Krobbe, Oct. 29.

Gibb Livingston & Co, Borneo, British str., 2,854, Gregor, Oct. 31.

P. & O. S. N. Co, Bankburn, British str., 3,000, Sheldrake, Oct. 31.

Butterfield & Swire, Ceylon, British str., 2,637, Hayward, R.N.E., Oct. 30.

P. & O. S. N. Co, Chatterhouse, British str., 1,278, Joslin, Nov. 1.

Chinese, Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8.

Japanese, Chelidra, British str., 1,564, Cox, Oct. 31.

Jardine, Matheson & Co, Chiyuon, Amr. str., 1,211, Sleeman, Nov. 1.

Chinese, Chowfa, German str., 1,055, Musang, Oct. 20.

Melchers & Co, Clara, German str., 675, Uldrup, Oct. 30.

Jensen & Co, Desig, Maru, Jap. str., 846, Kitano, Oct. 31.

Mitsui Bussan Kaisha, Decima, German str., 794, Schalkier, Oct. 22.

Siemssen & Co, Dr. Haus Jurg Kiser, Norw. str., 691, Larsen, Oct. 30.

E. A. Trading Co., Limited, Dordogne, French str., 3,728, Vedlene, Oct. 18.

Messageries Maritimes, Eleono, American str., 510, Altona, Sept. 3.

Brandao & Co, Empress of India, British str., 3,003, Marshall, Oct. 30.

C. F. R. Co, Taurua, Norw. str., 2,700, Christiansen, Oct. 31.

Order, Hermann Menzell, Ger. str., 1,647, Schutt, Oct. 27.

Chinese, Hopsang, British str., 1,359, Coops, Oct. 31.

Order, Kweiwang, Brit. str., 1,062, Outerbridge, Nov. 1.

Butterfield & Swire, Laianag, British str., 2,225, Payne, Nov. 1.

Jardine, Matheson & Co, Lennor, British str., 2,361, Williamson, Oct. 26.

Dodwell & Co, Limited, Loongyang, British str., 1,092, Weigall, Nov. 1.

Jardine, Matheson & Co, Loosok, German str., 1,020, Fuchs, Oct. 26.

Butterfield & Swire, Lucia, Austrian steamer, 1,508, Zar, Oct. 27.

Chinese, Merionelshaire, British str., 2,200, Burst, Oct. 31.

Order, Musashino Maru, Jap. str., 2,018, Koshima, Oct. 31.

Dodwell & Co, Limited, Nanwang, German str., 1,016, Haas, Nov. 1.

East Asiatic Trading Co., Limited, Nippon Maru, Jap. str., 3,437, Greene, Oct. 25.

Toyo Kisen Kaisha, Nuen Tung, German str., 1,241, Schoenberg, Oct. 29.

Melchers & Co, Obi, British str., 1,951, Pinkham, Oct. 24.

Mitsui Bussan Kaisha, Olimpo, Austrian str., 1,809, Trawich, Oct. 24.

Bradley & Co, Phranang, Ger. str., 1,021, Mangelsdorf, Oct. 24.

Butterfield & Swire, Phra C. C. Kiao, German str., 1,012, Unsworth, Oct. 30.

Butterfield & Swire, Piccola, German str., 825, Garulike, Oct. 27.

Chinese, Quarta, German str., 1,146, Johansen, Nov. 1.

Siemssen & Co, Salahadi, Dutch str., 1,235, Zwart, Oct. 17.

Meyer & Co, Shansi, British str., 1,240, Carnaghan, Oct. 28.

Butterfield & Swire, Skeppar, British str., 2,199, Appleton, Oct. 25.

Butterfield & Swire, Tacoma, British str., 2,811, Dixon, Oct. 27.

Dodwell & Co., Limited, Taichong, German str., 828, Ahrens, Oct. 23.

Meyer & Co, Takang, British str., 977, Baker, Oct. 24.

Jardine, Matheson & Co, Tartar, British str., 2,768, Bloetham, Oct. 22.

C. F. R. Co, Victoria, Swedish str., 989, Hellberg, Oct. 30.

East Asiatic Trading Co., Limited

## SAILING VESSELS.

Celeste Barrill, British ship, 1,764, Jeffry, M. 29, Order.  
Geo. T. Hay, British ship, 1,047, Spice, Oct. 20, Arnold, Karberg & Co.  
Geo. Valentine, French bk., 766, Harbert, Aug. 23, Order.  
Helen A. Wyman, Amr. ship, 1,664, Vanlon, Sept. 10, Arnold, Karberg & Co.  
H. J. Albrecht, German schr., 761, Anderson, Oct. 10, Master.  
Launberga, Brit. bark, 1,215, McDougall, Aug. 14, Master.  
Mauriel Laguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.  
Sea Witch, Amr. ship, 1,172, Howes, Feb. 1, Master.  
States of Maine, Amr. ship, 1,487, Colcord, 8, Standard Oil Co.

JOHN BROWNHILL, DEC.

MARY BROWNHILL, DEC.

NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim or Claims against the Estate of Effects of either of the above named deceased persons must send in the particulars of their respective Claims on or before the 8th day of November next to the Administrator and Executor JAMES ROBERT MUDIE, whose address is at the Office of C. EWENS, Solicitor, 36, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will proceed to wind up and distribute both Estates. Dated this 8th day of October, 1901. [2563]

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 3A, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock. Agent for MOSAIC TILES. Prices on Application. [2489]

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Sole Agents.

31801

## PORTLAND CEMENT

J. B. WHITE &amp; BROS

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1901. [234]

CHUNG NGOI SAN PO  
(Chinese Daily Press),  
PUBLISHED DAILY,  
is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS circulates largely throughout Southern China, Indo-China, &c.

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## SIENTING.

SURGEON DENTIST,  
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901. [2405]

FOREIGN AND COLONIAL STAMP  
DEALER.

No. 4, WEST TERRACE, HONGKONG.  
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [1396]

## TSANG FOO &amp; CO.

SAM WING HING

COAL MERCHANTS.

No. 48, DES VOEUX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901. [2411]

SINGING, PIANO, MANDO-  
LINE, BANJO, &c.

SIGNOR CATTANEO

has RESUMED TUITION.

TERMS \$10 per Month.

(Two LESSONS PER WEEK).

Care of ROBINSON PIANO CO.

Hongkong, 22nd April, 1901. [2688-1]

## KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOW-  
LOON AND ADJACENT TERRI-  
TORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.

To be had at Messrs. KELLY & WALSH, LD., Daily Press Office.

Hongkong, 28th October, 1898. [82]

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PULLEYS.ALL SIZES TO FIT ALL SIZED  
SHAFTS IN STOCK.

Also large Stocks of  
GANDY COTTON BELTING.SOLE AGENTS,  
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HONGKONG.

[2-95]

**SWEET CAPORAL**  
Cigarettes  
Purest & Best.

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FOR SALE EVERYWHERE  
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A GENTLEMAN'S  
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Supplied in three Grades.  
Mild Medium & Strong.  
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Hongkong, 1st November, 1901. [2778]

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HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the Best and only safe reliable Phosphoric Cure for BRAIN WEAKNESS, PARALYSIS, SLEEPLESSNESS, DYSPEPSIA, NERVOUS, KIDNEY and LIVER COMPLAINTS, HASTING DEBILITY, Premature Decay of Vital Power, General Debility, all blood Disorders, and all Functional and Disordered Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

HEALTH, STRENGTH & ENERGY  
Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

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